

INFORMATION REPORT

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INTELLOFAX 25

COUNTRY Germany (Russian Zone)

SUBJECT Shipyard in Rossia

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1. The Rosslau Shipyard (VWW Vereinigung Volkseigener Werften (Union of Nationalized Shipyards) is located at the southwest edge of Rosslau (51°53'N/12°15'E) adjoining the Elbe River. The railroad and highway bridge across the Elbe is east of the shipyard.
2. Prior to 1945 the shipyard was named Gebrüder Sachsenberg AG, Schiffbau, Rosslau/Elbe. Its present designation is Vereinigung Volkseigener Werften, Ross-lauer Schiffswerft, Rosslau/Elbe. *
3. Director Karl Hinrichs, a former locksmith, is manager of the shipyard; deputy manager is one Dossener, (fnu), formerly employed as a locksmith and shipwright by the Sachsenberg Yard. Commercial manager of the yard is Fritz Egert. The labor force at the shipyard numbered 1,300 workers, including PWs employed there during the war. The personnel on 15 July 1950 was 1,475 workmen and employees. There were 325 laborers employed in drifter building; 250 persons worked at the offices, did kitchen work or were employed as carriers; another 40 workmen are permanently engaged in assembly work in Stralsund (K 55/D 44). There are also 135 female employees at the yard, including 40 employed in production work. **

25X1

4. Work in the yard is done in three shifts. Drifters built there have a length of 34.70 meters, a draught of 2.23 meters, a molded depth of 3.20 meters and a displacement of 340 tons. [redacted] the speed of the drifters was 12 knots. The drifters are assembled by riveting. Engines and auxiliaries are installed in Stralsund, since, because of their draught, the drifters otherwise could not be transferred to the Baltic. Repairs to Albe barges and steamers are also made in the shipyard. The number of drifters transferred to Stralsund for final assembly was seven in August 1950. The annual quota of the yard for 1950 was said to be fixed at 23 drifters with a total value of 12,000,000 eastmarks. A total of 10 drifters was built to date. All drifters transferred to Stralsund were delivered to the U.S.S.R. on reparations account.

25X1

as of 1 March 1950 the value of the machinery at the shipyard was 2,500,000 eastmarks; the value of the rolled material, steel plates and rough castings 2,000,000 eastmarks; and that of semi-finished products about 4,500,000 eastmarks. Steel plates, rolled material and rough castings were supplied by the Vereinigte Hüller Werke in Torgelow, Mecklenburg (N 54/U 17), an iron foundry in Waren/Mueritz (N 54/U 35), a rolling mill for

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25X1

-2-

non-ferrous iron in Wettstedt/Harz (L 52/D 6h), and a rolling mill in Ilberstedt/Harz near Homburg (L 52/D 76). Hot winches for the drifters are furnished by the Ellowerke in Rossau. Finished iron structures, such as rail stanchions and iron tairs, are provided by Maschinenfabrik Polysius AG in Dessau (L 52/L 17).

6. The shipyard has its own power station. The daily consumption averages between 3,500 and 3,800 kilowatts. If the yard's own power station fails, current is obtained by switching over to Energiewerk Mitte in Dessau.
7. The plant police totals 55 men who patrol the yard.

* Comment. The Dessau Shipyard, formerly called Sachsenberg-Werft, was built between 1911 and 1913. Its production consisted of light barges and river tank-boats prior to 1938. The shipyard was then converted to armament production, such as the construction of PT boats for the German Navy and assault boats for engineer units of the army. After the Soviet invasion in 1945 the shipyard was almost entirely dismantled. Its reconstruction took place in 1947 and 1948.

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* Comment. In accordance with the production plan the labor force of the shipyard will be raised to 2,000 workers and employees by the end of 1950.

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